The mission of the Larimer County Open Lands Program is to preserve and protect significant open space, natural areas, wildlife habitat, and develop parks and trails for present and future generations. These open lands provide opportunities for leisure, human renewal and protection of our natural and cultural resources.

<table>
<thead>
<tr>
<th>Members Absent</th>
<th>Members Present</th>
<th>Guests</th>
<th>Staff Present</th>
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<tbody>
<tr>
<td>K-Lynn Cameron</td>
<td>Jason Brothers</td>
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<td>Gary Buffington</td>
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<tr>
<td>Nancy Wallace</td>
<td>Marilyn Hilenberg</td>
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<td>Kerri Rollins</td>
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<td>Ward Nelson</td>
<td>Pete Kelly</td>
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<td>Charlie Johnson</td>
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<td>Suzan F Ritchel</td>
<td>David Marvin</td>
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<td>Alex Castino</td>
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<td>Jeff Hindmen</td>
<td>Carl Sorrentino</td>
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<td>Steve Gibson</td>
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<td>Sherrr Valentine</td>
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<td>Gerry Horak</td>
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1) CALL TO ORDER / INTRODUCTIONS

2) ACTION ITEMS

a) Final Review White Fee purchases – Description of contract and sale was presented by Tim Meyer. This project totals 320 acres total (180 acres residual fee lands with assignment of existing conservation easement to the City of Fort Collins and 140 acres fee lands where the conservation easement will also be held by the City of Fort Collins). Total project cost is $1,040,000 and partnerships include $300,500 from GOCO, $369,750 from City of Ft Collins and $369,750 requested tonight from Larimer County. Closings are expected to be in January 2018.

b) Carl Sorrentino motioned to recommend these purchases as outlined to the Board of Commissioners. David Marvin seconded and the motion passed unanimously.

3) ADJOURN - The meeting adjourned at 8:15 p.m.
Summary of 10 Responses

<table>
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<th>What topics would you like to discuss or hear about at future meetings?</th>
<th>Other comments</th>
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<tr>
<td>Lessons learned around ballot initiative</td>
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<td>Conservation vs recreation</td>
<td>Use meeting. More time for breakout would be helpful.</td>
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<td>Compatibility of multiple uses on trails</td>
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<td>Infrastructure-powerlines, wind turbines, solar arrays- inclusions in open lands.</td>
<td>Need smaller groups and more topics</td>
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<td>Conservation areas: have staff or volunteers guide; limited date, limited number groups w/o full public access.</td>
<td>E-bikes: is this really a growing problem?</td>
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<td>Enlarging use &amp; participation by underserved families, populations in the community</td>
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<td>Effective strategic for helping people understand what type of behavior is appropriate in natural areas.</td>
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<tr>
<td>Prioritization of land Acquisition (Regional Across County Boundaries) Maintenance &amp; management of growing open land properties</td>
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Electric Bikes (e-bikes)

Should e-bikes be allowed on paved and/or unpaved trails?
What’s an Electric Bicycle?

- An electric bicycle, also known as an e-bike or booster bike, is a bicycle with an integrated electric motor which can be used for propulsion.

- There are a great variety of e-bikes available worldwide, from e-bikes that only have a small motor to assist the rider's pedal-power. E-bikes retain the ability to be pedaled by the rider and are therefore not classified as a motorized vehicle.

- E-bikes use rechargeable batteries and the lighter varieties can travel up to 25 to 32 km/h (16 to 20 mph). There are also models that are more high-powered and can reach speeds up to 45 km/h (28 mph).
New Colorado House Bill

This summer Colorado passed House Bill 17-1151 (The Bill took effect August 9, 2017)

- **Section 1** of the bill defines 3 classes of electrical assisted bicycle, depending on their top speed and whether the electric motor assists in propulsion only while the rider is pedaling or propels the bicycle independently:
  - **Type I** - 750w/20mph speed cut off, no throttle
  - **Type II** - 750w/20mph speed cut off, throttles allowed
  - **Type III** - 750w/28mph speed cut off, no throttle

A person may ride a class 1 or class 2 electrical assisted bicycle (e-bikes with a top speed of 20 mph) on a bike or pedestrian path where bicycles are authorized to travel.

The bill also redefines Class 1 and 2 e-bikes as no longer being motor vehicles under state law.

- **Section 4** requires manufacturers to label electrical assisted bicycles as class 1, class 2, or class 3, as appropriate, and prohibits a person from modifying an electrical assisted bicycle without also relabeling it to accurately reflect its classification. Section 4 also requires all electrical assisted bicycles to comply with federal consumer product safety commission (CPSC) requirements and specified classes of electrical assisted bicycles to be equipped with appropriate braking systems and speedometers.

- **Section 5**: Gives local governments the authority to allow or prohibit the use of specified classes of electrical assisted bicycles on pedestrian paths and bike paths; Prohibits a person under the age of 16 from riding a class 3 electrical assisted bicycle except as a passenger; For class 3 electrical assisted bicycles, requires all riders under 18 to wear a helmet certified by the CPSC or the American Society for Testing Materials.
Paved vs. Soft-Surface Trails

Paved

- Loveland’s Recreation Trail System – 19 Mile Loop
- Poudre River Trail, Foothills Trail, etc...
- Long View & Front Range Trail
- Sidewalks
- Bike Lanes

Soft-Surface (Unpaved)

- Open Lands where bikes are allowed
- Regional Soft-Surface Trails (Blue Sky Trail, Lory, Horsetooth, Coyote Ridge, Devil’s Backbone, etc...)
With more regional trails and interconnection between our entities, how to we develop consistent rules?

What if we have different rules than our trail partners?
What is Loveland’s Current Rules & Regulations Regarding E-bikes?

- “Motorized vehicles (except authorized) are not allowed on Loveland’s Recreation Trail or unpaved trails managed by the Parks and Recreation Department”. [Since Type I & II e-bikes are not considered “motorized vehicles” they are allowed on Loveland's paved trails since we haven’t prohibited them.]

- **Electronic Personal Assistance Mobility Device (EPAMD) Policy**
  - The Parks & Recreation Department authorizes a person with a mobility disability to use an electronic personal assistance mobility device (EPAMD) in City parks, and on hard & soft surface trails, sidewalks, outdoor recreation facilities and open lands.

- **Loveland Plans to undertake a community outreach program** to promote safe bike practices to users, regardless of the bike type.
What is Fort Collin’s Current Rules & Regulations Regarding E-bikes?

- Currently prohibit ebikes on City’s trail system except when mobility impaired

- City will be amending Municipal Code to acknowledge the 3-tier classification of ebikes per state guidance

- Inter-departmental City team is planning to conduct broad outreach and analysis in 2018 on how to develop additional policy
Currently we do not allow e-bikes on our trail systems including paved or natural surface trails.

We have been studying and reviewing the social and environmental impacts of ebikes for the past couple years.

Our annual regulation update is coming up and we have meetings to discuss or future in regards to ebikes.

We will try to be as consistent as possible with regional trail systems and neighboring agencies.
What Are Other Agencies Doing?

- Boulder (on a trial basis) allows e-bikes on approved trails. 15mph speed limit. No E-bikes in designated open space (Open Space Board of Trustees said using motorized vehicles in open space violates city charter). No E-bikes on sidewalk.

- Jefferson County is allowing Type I e-bikes on designated trails but continues to study this issue and test what will work best with their users and facilities.
Arguments for Allowing E-bikes

- Accessibility
- Promotes community health and wellness & allows new users to enjoy new experiences.
- Promotes alternative modes of transportation
- Fun

Arguments for Disallowing E-bikes

- Concerns regarding speed and control
- Safety
- “Seems like Cheating”.
Perceptions

- E-Bikes are faster and less safe than a normal bike.
- Avid bike riders think e-bikes are cheating.
- E-Bikes are noisy.
- Multiple transportation modes make for a healthier and more diverse community.
Other Data & Information

- E-Bikes vary in cost starting around $700 and range up to $7,500.
- The generally accepted speed limit on regional trails is 15 mph.
- Surveys reveal citizens believe there is a need to address bike safety and speed on the trail systems.
Discussion

What are your impressions of e-bikes and how they would function on your trails?

What do you need as advisory boards to make a recommendation to staff on rules & regulations regarding e-bikes?
QUESTIONS?
E-Bike Breakout Discussion at the Regional Open Lands Boards Meeting
November 8, 2017 – Chilson Recreation Center

Breakout Leaders: Marilyn Hilgenberg (Loveland), Steve Gibson (Larimer County), Rick Bachand & Tessa Greegor (Fort Collins)

A brief presentation regarding e-bikes and the new Colorado Legislation was presented. Each community discussed their current policy on e-bikes.

- Loveland allows them
- Larimer County has not yet addressed their policy on this since the legislative change and therefore, they would be allowed
- Fort Collins prohibits activated e-bikes on its trails.

Much of the discussion talked about the safety and conflicting use of different trail users, regardless of the type of bicycle they used.

Some really liked the idea of accessibility and shared positive stories about their personal experience with an e-bike.

Others were concerned that we did not discuss in much detail the effects of e-bikes on the environment.

There was input and discussion about speed limits and enforcement on trails in general.

The group agreed we need to make sure to work together on consistent rules, and clearly communicate when there are different rules between our communities.

The group liked the idea of working together regionally to help educate trail users on best practices and safe use of trails.

At the end of each session, we encouraged board members to “try” an e-bike if they get a chance in the near future, and share their perceptions with their respective boards.
Breakout Session – Land Conservation & Trails – Discussion Starter

- How do we Prioritize Land Conservation and Trails in Light of Population Projections?
  o Survey Results Show the Public wants Both
  o Ballot Language Says we will Do Both
  o Growing Population – Growing Demand for Trails and Trail Head Parking
  o Close in Lands – Either already Conserved or Disappearing Quickly
  o Regional Land Acquisition
  o Regional Trails – Trail Connections

- Getting to and from Trailheads
  o Vehicles – Predominate Means for Distant Sites
  o Hiking and Biking – Providing Connecting Trails to Trailheads for Closer Sites
    ▪ Could over crowd already crowded sites
    ▪ Would decrease need for parking
    ▪ Could increase the amount of trails, and trail use
    ▪ Greatly enhances trail system and meets public expectations

- Regional Coordination and Public Understanding of Rules
  o Dogs on Leash or No Dogs
  o Equestrian Use?
  o Hiking Only?
  o E-bikes?

- Trail Heads
  o Restrooms – To Provide or Not to Provide at Trail Head?
  o Parking Overflow Issues

- Trail Standards
  o ADA Requirements
  o Hard vs soft surface trails
  o Trail Width
Breakout Session – Land Conservation & Trails – Notes

- Encourage other municipalities within Larimer County to seek approval of their own Open Space Sales Tax
  - Should be Citizen led
  - Lack of political will
- Encourage Greeley and Weld County to seek approval of their own Open Space Sales Tax
  - Outline opportunities for sales tax efforts by providing information and advice.
- Conserve more land and then thoughtfully place the trails within the conserved land to avoid sensitive areas and minimizing impacts to wildlife habitat.
- There are a lot of new residents – and new trail users that have no history of the land conservation effort and the priority to conserve wildlife habitat; therefore, in the future there may be more demand for trails at the expense of habitat.
- Are trails or too many trails impacting habitat and making the land “sterile”?
- Aging population will need more “accessible” trails.
- Most new opens paces will be open to the public.
- Consider the appropriateness of allowing dogs on all trails.
  - Some people do not like dogs, nice to have some trails w/o dogs.
  - Some sites have very sensitive habitat; therefore, dogs should not be allowed.
- Can we afford to buy enough land to meet the population demands?
  - It will be a challenge due to scarcity of land in or near communities and due to the increasing value of land.
- Estes Park is not actively trying to conserve more land for habitat or recreation; they are relying on Estes Valley Land Trust. The spend their HPOS funds on paved trails and parking.
- Lack standards for trail capacity from a user perspective and from a wildlife impact perspective.
- Social Equity – conserve land close to homes
  - Fort Collins Goal – to provide no more than a 10 minute walk to nature.